



Select Poetry.

SNOW FLAKES.
Float on, float on,
Ye snow-flakes hovering down—
All that is fair, and tender, and sweet,
Wrap in your pillow's wing and sheet,
Under the meadows brown.

"Tis well, 'tis well,
Your brightest wreaths to spread,
Where flowers have sunk the earth in sorrow,
For the blighted hope of a summer's morn,
Over the lovely dead.

Float on, float on,
Under your mantle chiel,
Where traitors' eyes no dream no more,
Where her mocking phantoms have fled before,
Oh! that this heart were still!

Forbear, forbear,
Dark stars that gleam so strong—
Under our mantle, so soft and warm,
Is slumbering safe, each loveliest form,
Though winter's night be long.

Fear not, fear not,
There are bright buds below—
Thou shalt see them again on the green hill-side,
When the silvery mist of summer tide
Is born of the winter's snow.

THE MERRY SLEIGH.
Jingle, jingle, clear the way,
'Tis the merry, merry sleigh,
As it swiftly speeds along,
Hear the burst of happy song:
See the gleam of glances bright,
Fleeting o'er the pathway white;
Jingle, jingle—how it whirrs,
Crowded full of pretty girls.

Jingle, jingle—fast it flies,
Shooting o'er roughish eyes;
Careless archers, I'll be bound,
Little heed when they wound;
See them with capricious pranks,
Ploughing now the drifted banks,
Jingle, jingle—loud their glee,
Fun and frolic keeps them warm.

Jingle, jingle, down the hills,
O'er the meadows, past the mills,
Now 'tis slow, now 'tis fast,
Winter will not always last;
Every pleasure has its time,
Spring will come and stop the chime;
Jingle, jingle—clear the way,
'Tis the merry, merry sleigh.

A Beautiful Incident.

THE FAITHFUL WIFE.

THE 29th of M. de Talleyrand was in Boston. One day, whilst crossing the harbor, he was compelled to stop by a long row of wagons, all loaded with vegetables. The wily courtier, generally so dead to all emotion, could not but look with a kind of pleasure at these and the little waggons, who, by the by, were young and pretty country women. Suddenly as the vehicles came to a stand, the eyes of M. de Talleyrand chanced to rest upon one of the young women who appeared more lovely and graceful than the others. An exclamation escaped from his lips. It attracted the attention of the fair one, whose country dress and large hat bespoke daily visits to the market. As she beheld the astonished Talleyrand, whom she recognized immediately, she burst out laughing.

"What! is it you?" exclaimed she.
"Yes, indeed, it is I. But you, what are you doing here?"

"I," said the young woman, "I am waiting for my man to pass on. I am going to try to sell my greens and vegetables at the market."

At that moment the wagons began to move along. She of the straw hat applied her whip to her horse, told M. de Talleyrand the name of the village where she was living, requested him earnestly to come and see her, disappeared, and left him as if riveted on the spot by the strange apparition.

Who was this young market woman? M. Comtesse de la Tour du Pin, (Mademoiselle de Dillon) the most elegant among the ladies of the court of Louis XVI, King of France, and whose moral and intellectual worth had shone with so dazzling a lustre in the society of her numerous friends and admirers. At the time when the French nobility emigrated, she was young, lively, endowed with the most remarkable talents, and, like all ladies who held a rank in the court, had only time to attend to such duties as belonged to her highly fashionable and courtly life.

Let any one fancy the sufferings and agony of that woman, born in the lap of wealth, and who had breathed nothing but perfumes under the gilded ceilings of the royal palace of Versailles; when all at once she found herself surrounded with blood and massacres, and saw every kind of danger besetting her young and beloved husband and her infant child.

They succeeded in flying from France. It was their good fortune to escape from the bloody land where Robespierre and his associates were busy at the work of death. Alas! in those times of terror the poor children themselves abandoned with joy the parental roof, for no hiding place was secure against the vigilant eye of those masters who thirsted for innocent blood.

The fugitives landed in America, and first went to Boston, where they found a friend. But a change for the young, pretty and fashionable lady, spoiled from infancy by loud continual praises of her beauty and talents!

Monsieur de la Tour du Pin was extravagantly fond of his wife. At the court of France he had seen her, with the proud eye of a husband, the object of general

admiration. Indeed her conduct had always been virtuous and exemplary; but now, in a foreign land and among unsophisticated republicans (1795) what was the use of courtly refinements?

Happy as he was in seeing her escape from all the perils he had dreaded on her own account, still he could but deplore the future lot of the wife of his bosom. However, with the prudent foresight of a good father and a kind husband, he nerved himself against despair, and exerted himself to render their condition less miserable than that of many emigrants who were starving, when the little money they had brought over with them had been exhausted. Not a word of English did he know; but his wife spoke it fluently, and admirably well.

They boarded at Mrs. Muller's, a good natured, notable woman, who, on every occasion, showed the greatest respect and admiration for her fair boarder; yet Monsieur de la Tour du Pin was in constant dread lest the conversation of that good, plain, and well-meaning woman might be the cause of great trouble to his lady. What a contrast with the society of such gentlemen as M. de Norbourne, M. de Talleyrand, and the other high-minded and polished nobility of France! Whenever thinking of this transition (particularly when absent from his wife, and tilling the garden of the cottage which they were going to inhabit,) he felt such pangs and heart-throbbings as to make him apprehensive on his return to Mrs. Muller's to meet the looks of his beloved wife, whom he expected to see bathed in tears. Meanwhile the good hostess would give him a hearty shake of the hand, and repeat to him, "My husband! happy husband!"

At last came the day when the fugitive family left the boarding house of Mrs. Muller to go to inhabit their little cottage, when they were at last to be exempt from want, with an only servant, a negro, a kind of Jack of all trades, viz: gardener, footman and cook. The last function M. de la Tour du Pin dreaded most of all to see him undertake.

It was almost dinner time. The poor emigrant went into his little garden to gather some fruit, and tarried as long as possible. On his return home his wife was absent; looking for her he entered the kitchen, and saw a young country-woman who, with her back to the door, was kneading dough; her arms of snowy whiteness were bare to the elbow. M. de la Tour du Pin started, the young woman turned round. It was his beloved wife, who had exchanged her muslin and silk for a country dress, not as for a fancy ball, but to play the part of a real farmer's wife. At the sight of her husband her cheeks crimsoned, and she joined her hands in a supplicating manner. "Oh! my love," said she, "do not laugh at me. I am as expert as Mrs. Muller." "Dearest," continued she, "if you know how to do it, we, in a moment, understand what would cost a country-woman sometimes one or two years. Now we shall be happy—you will no longer be afraid of meat for me, nor doubts about my abilities, of which I will give you many proofs," said she, looking with a bewitching smile at him. "Come, come, you promised us a salad, and I am going to bake to-morrow; the oven is hot. To-day the bread of the town will do—but oh! henceforward leave it to me."

From that moment, Madame de la Tour du Pin kept her word; she insisted on going herself to Boston to sell her vegetables and cream cheeses. It was on such an errand that M. de Talleyrand met her. The day after he went to pay her a visit, and found her in the poultry-yard, surrounded by a host of fowls hungry chickens and pigeons.

She was all that she had promised to be. Besides, her health had been so much benefited, that she seemed less fatigued by the housework than if she had attended all the balls of the winter. Her beauty, which had been remarkable in the gorgeous palace of Versailles, was dazzling in her cottage in the New World. M. de Talleyrand said so to her.

"Indeed!" replied she with naïveté, "indeed, do you think so? I am delighted to hear it. A woman is always and everywhere proud of her personal attractions."

At that moment the black servant bolted into the drawing-room, holding in his hand his jacket, with a large rent in the back.

"Missis, him jacket torn; please mend him."

She immediately took a needle, repaired Gullat's jacket, and continued the conversation with a charming simplicity.

This little adventure left a deep impression on the mind of M. de Talleyrand, who used to relate it with that tone of voice peculiar to his narrations.

NO FULL MOON.—Last February was a month in which there was no full moon, a remarkable fact, but not so rare as some of the Italian journalists would make it, for these authorities asserted that this occurrence could only take place once in 25,000 centuries. A Milanese astronomer who noticed this rash assertion, has just shown that the same thing occurred in 1847, when the moon came full on the morning of January 31st, and next again on the morning of March 2d following. The Scientific American says that in 1828 there was a similar occurrence in this country.

Weather prophets whose syllabic leaves are the breathings of geese say that the first part of this winter will be hard, and the latter will be mild.

A lawyer is always wrongest when he is a best.

A Leaf from History.

History of Railroads and Locomotives.

The modern researches in Egypt discovered that roads with solid stone track-ways were built by the ancient artificers of that country for transporting the stupendous stones of the Pyramids. The remains of such roads, formed of heavy blocks of stone, have been actually found. The Appian way of the Romans of a later day, constructed with blocks of stone closely fitted together, is another step towards the railway; and the same kind of smooth, solid roadway was used in modern times in the continental cities, Pisa, Milan, and London. In the life of Lord Keeper North, who figured about two hundred years ago, it is said that at that time the coals from the collieries near Newcastle-upon-Tyne were conveyed to the banks of the river "by laying rails of timber exactly straight and parallel; and bulky carts were made, with four rollers, fitting those rails, whereby the carriage was made so easy that one horse would draw four or five caldrons of coal." This was earlier than 1676. This was another great step in the line of improvement. These roads were used in the Northumberland and Durham coal districts for about one hundred years, with such gradual modifications as their use suggested; and in 1765 their construction embraced the leading features of the modern railroad, including the flanges upon the wheels, but not the iron surface for the rails. The roads were built with square wooden sleepers, six feet long, and two to three feet apart. Upon these were laid the rails, with a uniform inclination, as nearly as possible. The rails were long timbers, six or seven inches wide and five inches deep, and about four feet apart, fastened down by pegs, and the space between filled with gravel. A subsequent improvement placed a second set of rails upon the top of the first, which were then used as the foundation. The rails were after awhile further improved by straps of iron covering their upper surface. The wagons with flanged wheels carried two to three tons of coal each.

The first iron rails were introduced just one hundred years ago, at the iron works of Colebrook Dale. The rails were cast of pig iron, in bars, five feet long, four inches wide, and one and three-fourths inches thick, with holes to spike them to the wooden timbers. In 1776 they introduced a rail with a perpendicular ledge on the outer edge, to hold the wheels upon the track; the ledge, after a time, being transferred to the inner edge of the rail. They were at that time called plate roads, and afterwards tram roads, from Outram, a person prominently connected with the collieries. In 1789 Jessop's edge rail, with the top surface over the ledge being transferred from the rail to the wheel, was introduced. This marked improvement was not much appreciated at first, as it fell into disuse; but in 1801 the edge rails were revived at the slate quarries of Lord Penrhyn. The rail was at first made convex, with the wheel concave, to fit. This was found to wear, and the wheel and rail thus become tight on the track. The wheel and rail were then both made flat, and the wheel had a flange on each edge. It was found that one horse on this rail would do the work of forty on the common road. The edge rail, in 1808, improved by being made thicker in the middle than at the ends, and was, from the shape, called the fish-bellied rail, this form giving the strength where most needed. It was not, however, until 1820 that machinery for making these of wrought iron was invented. All rails before this were cast, and could not, therefore, be more than three or four feet long, making the joints and points of support in the road very numerous. Besides, cast iron had been, from its brittleness, found unfit for heavy roads and high speed.

Thus far the motive power had been almost exclusively that of horses. On inclined planes gravity was often used, the descending cart on one side being sometimes attached to another on the opposite declivity, so that the one end going down would draw up the other.

The possibility of constructing steam-carriages seems to have been first suggested by Watt, as early as the period of the American Revolution; but it is to Oliver Evans, of Philadelphia, that is due the honor of first making the application of steam to the propelling of land carriages. In 1782 he patented a steam wagon, and sent the specifications to England as early as 1787. A locomotive carriage was also patented by Watt in 1784. In 1802 Richard Trevithick patented a high-pressure locomotive engine, and in 1804 built one for a railroad in Wales, which did well on a level surface or moderate grade; but the wheels, on any considerable grade, would slip round without advancing. This difficulty was not obviated for some years. Wheels with teeth were tried in 1811, and the next year carriages with eight wheels were tested in vain. In 1814 plain wheels were found to do well on some of the roads of the English mines, but no application was made of them except for moving coal and ore wagons.

The first passenger railroad opened was a horse-railroad between Stockton and Darlington, a distance of eleven miles, in the north of England, built in 1825. Sir George Stephenson, in 1825 first successfully introduced locomotives upon several small roads in France. In 1825, the Manchester and Liverpool railroad designed for trains at a high rate of speed, was commenced. The expense of fast rates was so great with horses that it was

planned to use stationary engines along the track, and draw the carriages with ropes from station to station. A premium of £500 was offered for the best engine not producing smoke,—weight, if on four wheels, not more than four and a half tons, and not more than six tons in any event—drawing three times its own weight ten miles an hour, and costing not above £550. In 1829 four locomotives were presented for trial, and the prize awarded to a machine weighing four tons five cwt., running fourteen miles an hour with a gross load of seventeen tons, and capable, under certain circumstances, of double that speed. It was called the Rocket. In 1830 steam carriages were regularly introduced on this road. The small engines soon gave place to those of more power, some having since attained the enormous proportions and power of forty-eight tons weight, on the English road. The "fish-belly" form of rail was used with these first locomotives. They were spiked down to square stone blocks, weighed thirty-three pounds to the yard, and were four feet eight and a half inches apart, which has come to be the national gauge.

The first railroad in America was commenced in 1826, and finished in 1827, for the transportation of granite from the quarry at Quincy to the tide-waters of the Neponset river. Including branches it was four miles in length, with single track, iron rails fastened to stone sleepers seven and a half feet long, and eight feet apart. The rails were pine, a foot deep, covered with oak plank, plated with iron. The gauge was five feet. The stones were conveyed on an inclined plane 385 ft. long, down an elevation of 85 feet, to the railway. The cars were drawn by horses.

The second railroad in this country was commenced in January, and completed in May, 1827, from the coal mines of Mauch Chunk, Pennsylvania, to the Lehigh river, a distance of nine miles, and, with turn-outs and branches, the length was thirteen-and-a-half miles. The elevation of the mines above the river where the boats received the coal was 936 feet, and down this continued descent the loaded cars were carried by gravitation, and drawn by mules. Fourteen cars, each containing half a ton of coal, were connected together, and a conductor rode on one of the cars and regulated their movements, one of the cars being used to convey down the mules, who drew back the empty cars. The rails were of wood, strapped with iron. In 1828 the Delaware and Hudson Canal Company built a railroad from their coal mines in Luzerne county, Pa. to Honesdale, a distance of twenty-four miles.

The first railroad, either in this or any other country, constructed exclusively for the use of locomotives as motive power, was a road to connect Charleston, S. C. with the Savannah river. Six miles of this road was finished in 1829. It was built on piles, often very high above the ground, and this fact is conclusive that horses were not intended for the motive power. Their engineer was Horatio Allen, who had been also the engineer of the Delaware and Hudson Road in 1827, and who was sent abroad in the autumn of that year by the Delaware and Hudson Company to purchase the railroad iron and three locomotives.

The first land carriage propelled by steam in America was constructed by Oliver Evans, in 1803-4, in Philadelphia. It originated as follows: In 1802 the Board of Health of that city authorized Mr. Evans to construct the first steam dredging-machine ever used in America. It was a flat scow, with a small engine to work the machinery for raising the mud.

When the machine was ready to be launched upon the Schuylkill, Mr. Evans, as an experiment, fitted it upon wheels, and, steaming up the engine, the establishment propelled itself a mile and a half to the river. It was there placed afloat, and with a paddle wheel in the stern, it steamed down the river to the junction of the Delaware. The machine was named the Eretion Amphibolis. Mr. Evans at this period was confidently predicting the time when such carriages would be propelled on railways, and urging upon capitalists to build a railroad from New York to Philadelphia. He was a native of Newport, Delaware, and died in New York city in 1819, at the age of 64 years.

The construction of a land carriage, to be propelled without animal power, was the subject of his thoughts, and employed his great inventive powers throughout his entire manhood, commencing when he was an apprentice boy to a wheelwright. It was not until about 1799-1800, however, that his means and circumstances permitted him to embark in earnest to build a steam engine.

The name of John Stevens, who in the same year in which Evans built his dredging-machine at Philadelphia constructed a steam propeller at New York, deserves especial mention in this connection. In 1812 he published a pamphlet urging the Government to make experiments in railways traversed by steam carriages, and it is astonishing to read the details of construction of the railway, the locomotives, and the carriages, and their operation, while we remember that the whole thing had an existence only in his far-seeing, inventive mind.

The engines, he thought, might traverse the road at a speed of fifty miles an hour, though twenty to thirty miles would be found the practical speed. He proposed, at this time, if his plan should, on experiment, be found to operate well, that a railway be built connecting Albany and Lake Erie. He was regarded as a visionary, and it was left to his son, John L. Stevens, who inherited his father's great

inventive powers, and who was the president of the Camden and Amboy Railroad many years in its earliest history, to see the dreams of his father become a wonderful reality. The father built a locomotive as an experiment, and it worked well some two or three years after his pamphlet was published, about 1814.

The first use of a locomotive in America was on the Delaware and Hudson Canal Company's railroad, in Luzerne county Pa. to which we have alluded. One of the engines purchased in England by Horatio Allen arrived in New York in 1829, and of this machine Appleton's Encyclopedia, to which, and to "Mitchell's United States," published in 1835, we are mainly indebted for these facts, thus says: "One of the engines built by George Stephenson at his works at Newcastle-upon-Tyne arrived in New York in the spring of 1829, and was to be seen for some time in the yard of E. Dunscomb, in Water st. Its wheels raised above the ground, and kept running for the gratification of those interested. Another engine built by Foster, Rastwick & Co. arrived soon after, and was put on the road in the latter part of the summer of 1829."

The Encyclopedia does not inform us when nor where the first mentioned engine was put to use, but says that the other one was a four-wheeled machine, with a multitubular boiler and exhaust blast.

The first American steam locomotive was put into use on the road of which we have spoken, running from Charleston, South Carolina, to Hamburg, on the Savannah river, late in the summer of 1830. The engine was built by the Kembles, at their shop in West street, New York, from a plan made by E. B. Miller, then a resident of Charleston. It was a small four-wheeled engine, with upright boiler, and water flues close at the bottom, with the flame circulating around them. It was called "Best Friend," and worked successfully about two years, says the authority already mentioned, when it exploded, and was rebuilt with a fine boiler. Upon this road, in 1831, the great American improvement of two four-wheeled trucks for locomotives and long passenger cars was first introduced. They were planned by Horatio Allen, who had become the engineer of this road. This system of double track running gear, including the application of the pedestals to the springs, have, with no essential change, ever since been universally adopted in this country. The Charleston and Hamburg Company offered a premium of £500 for the best plan of a horse locomotive, and the award was given to C. E. Detmold, afterwards of New York, who constructed a machine to carry twelve passengers at the rate of twelve miles an hour, the horse working on an endless chain.

There has been recently some controversy as to the oldest locomotive in America. Upon this question the Philadelphia Ledger says: "Maine claimed recently to possess the oldest locomotive in America. It was broken up the other day at a Bangor machine shop. This locomotive was the 'Pioneer,' a ten-ton engine, and was one of the early machines built in England by Stephenson, the inventor of the locomotive. It was built at Newcastle-upon-Tyne, in 1825, and ran its first trip November 6, 1825. Its last was done August 15, 1856.

The Trenton Gazette in allusion to this item from the Ledger, adds: "In this paragraph there is either a mistake of dates or facts. The locomotive known as 'John Bull' was running on the Camden and Amboy Railroad as early as 1832. It was built by Stephenson, at Newcastle, and is, we believe, still in use. Some time ago it was running regularly on the Rocky Hill Road, and is probably still running. In 1834 a locomotive was running on the Philadelphia and Trenton Railroad, making a trip each way daily. Only two trains were then run over the road daily, one drawn by horses, and the other by the only locomotive engine owned by the company.

The Gazette further says that the 'John Bull' is still in existence. In relation to the Camden and Amboy railroad, 'Mitchell's United States,' a statistical work, compiled with extraordinary care, and published in 1835, says: 'This railroad being designed for steam locomotive engines, it was eventually constructed in the most substantial manner; but at present wooden rails are used for the most part of the line, in order that the embankment may be consolidated before laying the permanent track, to be completed the present year. Upon this road, so far as finished, passengers and merchandise have been carried since February, 1833.' This would seem to be in conflict with the statement of the Gazette, that the John Bull was running so early as 1832.

The first steam propelled cars, running regularly with passengers and freight, appear, so far as our researches inform us, to have been on the Charleston and Hamburg road, or, as it is now known, 'The South Carolina Rail Road,' connecting Charleston and Augusta, Ga., the latter town being on the opposite side of the Savannah river from Hamburg.

The Baltimore and Ohio road, of which the first stone was laid July 4, 1828 in the presence of an immense multitude, by the venerable Charles Carroll, of Carrollton, though active operations were not commenced till the autumn of that year. In 1830 the road was finished as far as Ellicott Mills, a distance of thirteen miles, and was originally designed as a horse railroad. The successful introduction of steam motive power in this country, as well as in England, however, encouraged the attempt to use steam locomotives here; and in 1830 a small locomotive, built by Peter Cooper, in Baltimore, was put upon the road. Horse-cars were also used, and in these ways trains were regularly run that year. 'Mitchell's United States' says that in the first eight months of 1831 this road transported 81,905 passengers,

and 5,931 tons of freight, yielding an income of \$31,405, and involving an expense of \$10,994. The rails were of wood, fastened to timbers or stone imbedded in the earth, and were covered with iron plate from four to five-eighths of an inch thick, and from two and a half to four and a quarter inches wide. These plates often became detached, and occasionally, caught by the wheels, were thrust up into the cars—a danger and a terror to the passengers, and known as "snake-heads." This was not peculiar to this road at that period, as the most of the early roads were constructed in the same manner.

From 1831 railroads multiplied in every direction, and in glancing, as we have, backward to the origin of these enterprises only over the short space of forty years, the mind is filled with inexpressible amazement with the stupendous strides of improvement which have been made in that time. In round numbers there were completed in 1855, in the United States, forty thousand miles of railroad, at an average cost of forty thousand dollars a mile, including equipment, and one-third as much more projected. The total number of miles of railway open to traffic in Great Britain in 1859 was, in round numbers, ten thousand miles, at an average cost per mile of twelve thousand pounds sterling, or sixty thousand dollars. At the same period there were completed on the continent of Europe ten thousand five hundred miles, and in the Asiatic countries some four hundred and fifty miles; making a total in the world, completed, about sixty-two thousand miles. We have no space to speak of the improvements in railroad machinery of every kind—in the engines, the carriages, and the rails—which are no less marvelous than the extensions of the roads.

Anecdote of Queen Victoria.

Grace Greenwood says—An anecdote illustrating Queen Victoria's admirable goodness and strict domestic discipline, came to me directly from one who witnessed the occurrence. One day, when the Queen was present in her carriage at military review, the Princess Royal, then rather a wilful girl of thirteen, sitting on the front seat, seemed disposed to be rather familiar and coquettish with some young officers on the escort. Her majesty gave several reproving looks, without avail—"winked at her, she wouldn't stir winked." At length, in flitting her handkerchief over the side of the carriage, she dropped it—too evidently not accidentally. Instantly two or three young heroes sprang from their saddles to return it to her fair hand—but the awful voice of royalty stayed them. "Stop, gentlemen!" exclaimed the Queen—"leave it just where it lies. Now my daughter, get down from the carriage and pick up your handkerchief." There was no help for it. The royal footman let down the step for the little, royal lady, who proceeded to lift from the dust the pretty piece of cambric and lace. She blushed a good deal, though she tossed her head saucily, and she was doubtless angry enough, but the mortifying lesson may have nipped in the bud her first impulse towards coquetry. It was hard, but it was wholesome. How many American mothers would be equal to such a piece of Spartan discipline?

How the News is Collected.

For some years past the leading journals in the different cities have combined in an arrangement, under the title of the "Associated Press," by means of which—through the agency of the magnetic telegraph—the news of the day is interchanged throughout the United States and British Provinces. Though all have the full benefit of this organization, still the system of special agents and correspondents is maintained as heretofore; and during the sessions of Congress and the various State Legislatures, the special dispatches by telegraph, costing thousands of dollars per week, will often fill several columns. They have also correspondents, regularly employed and paid, at each of the leading points for obtaining news, in Europe, Asia, Africa, and America. Either a letter or a news summary is forwarded by every mail, in consequence, where steamers arrive from Europe, California, and Havana, on the same day, as has frequently happened of late—intelligence from all parts of the world, from London to the interior of Australia, appears in their columns the following morning.

THE PYRENEES DISAPPEARING.—A Madrid paper laments over the fact which scientific researches have established, that the range of the Pyrenees mountains during the space of twenty years has lost about one hundred feet in altitude, and proceeds to make a calculation whereby it appears that after the lapse of one thousand years the chain separating France and Spain will be no more, in which case the Ebro will empty into the Bay of Biscay instead of the Mediterranean.

AMERICAN TIN.—For a few weeks past experiments have been conducted by Dr. T. R. Goulding, of St. Louis, to decide upon the proper flux for, and the best manner of roasting and smelting tin ore from the Missouri mines. As a final result, on the 18th inst. was produced the first pig of pure tin ever made in this country. The yield of pure metal was eight per cent of the quantity of ore.

The rumor that Secretary Seward has bought Saturn's ring, Jupiter's moon and half a dozen asteroids, is contradicted.

What is the difference between a baby and a coat? One you scree, and the other you wear.

Agricultural Department.

To Prevent Weevil in Wheat.

The following article is of great importance to farmers. We hope that some of them will give the experiment a trial. It appeared first in the Southern Cultivator, which is good authority on agricultural matters. That paper says, through one of its correspondents:

"Let wheat be sated, and weevil will never infest it. I have followed this plan from 1834 till now, and have never lost any wheat with weevil after sating it. So certain is this plan to save wheat, that I never sate mine at all. I let it stand in the fields in dozens for twelve days, then thresh, fan and salt away. I use half a pound of salt to a bushel of wheat. As it is measured into garners I sprinkle the salt and stir after each measure. If the house be dry wheat is sure to keep well on this plan.

Now, all farmers know that wheat diminishes in bulk as it gets older (i.e. the grain gets less) and that it will not yield as much nor as good flour as when fresh from the field. This change is prevented by salting. If you examine it eight or ten days after sating, it will be found damp, with dissolved salt on the surface of the grains; but some weeks afterward it will be found dry, having kept cool all the time. The salt enters into the grain and makes the flour salish, but not enough so to interfere with any of its culinary uses. Let us sum up the advantages of this mode of saving wheat:

1. It preserves the wheat with more certainty than sunning.
2. The wheat does not lose in volume or weight by long keeping.
3. It makes more and much better flour.
4. It costs less labor.
5. The wheat is better for seed, because it is preserved in its perfect state. There is not salt enough in it to prevent it from germinating, but there is enough to stimulate it to sprout vigorously.

"I suppose that after all the labor cost in sunning, near one-fourth of the all wheat produced in the valley of the Mississippi is either lost by weevil or badly damaged. This is no small item of loss when the average crop is considered. Were all farmers to salt their wheat, this enormous annual loss would be prevented; and then no one would ever make bread of wheat not quite spoiled enough to give to pigs, and yet too bad for any person to eat. I have seen wheat saved by salting after the weevil were in it.

"In 1836, for want of house room, my wheat was put in hand sacks as it was hauled up to threshing. When about half done haying, it occurred to me that the weevil might get into it before we should get ready to thresh it; I therefore salted the remaining wheat as it was put in the stacks, and it was fortunate it was done, because the weevil ruined all which were not salted, while those stacks which were salted remained unharmed. In 1852 there were four separate parcels of wheat put in my barn; three of them were salted, and one was not. All three of the parcels which were salted kept perfectly sound and free of weevil but the one not salted was ruined by the weevil. I think Indian corn might be saved by salting.

It is best to unite the two principles here set forth in saving wheat; that is, it should be kept dry and salted too. Because if it be put up too moist, so much salt would be required to save it that it would make the flour too salt for any use, and the vitality of the grain would be destroyed, so that it would be unfit for seed.

The Currenlo.

The editor of the Germanen Telegraph, says:—"We know of no other way to lessen the number of the currenlo than by jarring the trees and catching the rascals in sheets. Removing a limb and striking the stump smartly with a mallet, is a good way of doing the jarring. All the so-called remedies are failures. We have tried everything likely to be effectual and found them to be worthless, and decline to try others daily being discovered, which are on the face of them absurd."

To Prevent Smut in Wheat.

Take one pound of blue oil of vitriol—dissolve it in two or three quarts of boiling hot water, in some earthen vessel. Then put it in a pail and fill with cold water. Now take ten bushels of seed wheat, on the barn floor, and sprinkle this solution all over it, and shovel it thoroughly so that every kernel is wet, and in two or three hours it is ready to sow. You may keep it longer just as well, if you dry it and keep it from heating. This receipt is efficient, but if you have very smutty wheat you may raise a little smut the next year, but none after that.

New Disease in Apple Trees.

The Gardener's Monthly speaks of a new disease in apple trees, in the shape of what it calls a new species of cryptogamic fungi, one not known to exist on apple trees in the United States before.

To prevent the spread of this disease, the editor says it is only necessary to understand that these parasitic fungi run the same course as other plants, and therefore, if the knot is destroyed before it comes to maturity, it will be prevented from propagating itself. The seat of this fungus is on the ends of the branches.

He that by the plow would thrive, himself must either lead or drive.

SALUTATORY.

"Once more upon the waters,
Yet once more;
And the waves bow beneath us
Like the horse beneath his rider."

Once more we launch our bark upon the sea of public journalism, and if the experience of years could give skill to the pilot he ought to be able to bear right onward in the channel of duty and public utility, avoiding the rocks and shoals upon either hand. The experienced voyager, however, will not expect to sail over smooth and untroubled seas all the while; he will make his calculations for adverse winds and currents, and for occasional storms and tempests. But he has only to keep his craft well trimmed, and a firm and steady hand upon the helm, to weather them all.

Simile aside: In presenting the Transcript to its readers, we resume for the third time a profession to which more than thirty years of the life of the senior has been devoted. It will be expected that in obedience to custom we should map out the course we intend to pursue, and state the principles which will find advocacy in its columns. This will be done briefly, lest we might promise too much and perform too little.

The Transcript will aim to take a broad, liberal and comprehensive view of public affairs, upholding the Constitution as the bond of union between the States, and steadily maintaining the principles of a sound Democratic Conservatism. Its columns will be open to a proper discussion of all topics of general interest, its editors holding the sentiment, with Mr. Jefferson, that "error of opinion may safely be tolerated where reason is left free to combat it."

Special attention will be given to the local wants and necessities of this community. Middletown is situated in the midst of a wealthy and populous region of country, and is the centre of an active and steadily increasing trade. The aid of a local press is needed to develop still further its abundant resources, and to bring more fully into view the Agricultural, Horticultural and Pomological advantages of New Castle County, and the adjacent parts of Delaware and Maryland. It will be our aim to advance these great leading interests, and also to encourage manufactures and the mechanic arts.

The newspaper has become the great necessity of the age. A man may do without many things which taste or habit have made important to his comfort, but his newspaper he must have. It is indispensable; that is, if his mind has attained a sufficient degree of intelligence to crave its regular supply of intellectual pabulum. It keeps him posted up in relation to everything transpiring in the world around him, whether at home or abroad. Its ears are ever open; its eyes are in every place. The thoughts, positions, incidents and movements of individuals and nations, are presented in its columns as in a mirror—the reflex of the opinions and progress of the world. He who reads carefully a well conducted newspaper, is in no danger of falling behind the age. It keeps him alive to all that is new in trade, commerce, politics, morals, literature and art, and enables him to keep pace with the intelligence and progress of the times. It enables him, if he be a shrewd man of business, to open new channels of trade, and to secure for himself new sources of profit.

The people of Middletown, and of the populous and wealthy region of which it is the business centre, are not slow to perceive and to appreciate whatever tends to promote their material interests. In this belief we confidently commend the Transcript to the favor and patronage of its intelligent and public-spirited citizens, and trust we shall have their hearty co-operation in our efforts to present them with a journal alike useful and creditable to the community in which it is published.

Read the advertisements; they indicate not only the business enterprise of the place in which they are published, but the enterprise of the advertiser also. If you want good bargains always patronize those who avail themselves of the advantage afforded through the advertising columns of their home paper. Indeed, the public are in the habit of doing so; and the man who does not advertise, whether he be a merchant, a mechanic, or a professional man, need not be surprised to find himself falling behind his advertising neighbors in business. There is nothing like keeping one's name and business constantly before the public eye; and if all the business men of a place should advertise, the result would be that the aggregate business of the place would be greatly augmented. Because they would draw an increased amount of business not only from their surrounding neighborhood, but also from distant places. We know of several examples, which might be cited in proof of the benefits conferred by a liberal course of advertising.

Mrs. Nancy Carter, aged 115 years, died at Alexandria, Va., on Friday last.

The Impeachment Placoe.

The historic page will afford no enviable place to the authors of the scheme to impeach President Johnson. Posterity will view the attempt with abhorrence, when reviewing the flimsy and futile evidence on which it was based. For months this nefarious project hung, like a dark cloud of evil portent upon the political horizon, filling the country with alarm, creating uneasiness and distrust, and arousing fears of anarchy and civil war. But all at once it vanished like the mists of the morning. In a House that had uniformly cast over a two-thirds vote against the President, only fifty-seven affirmative responses could be heard when the question was brought to a vote. *Mirabile dictu!* What was the cause of this? Was it the sunlight of returning reason, dispelling the mists of error, passion and prejudice? Or was it the wholesome influence of the late democratic and conservative victories, achieved at the late fall elections? We leave the reader to answer. In accounting for this most salutary result, perhaps we ought not to overlook the stern note of warning contained in the President's annual message, a warning which he was all too tardy in giving utterance, but which doubtless had its effect in determining the result. We quote from the message:

"How far the duty of the President is to preserve, protect and defend the Constitution requires him to go in opposing an unconstitutional act of Congress, is a very serious and important question, on which I have deliberated much, and felt extremely anxious to reach a proper conclusion. Where an act has been passed according to the forms of the Constitution by the supreme legislative authority, and is regularly executed among the public statutes of the country, every resistance to it, especially in times of high party excitement, would be likely to produce violent collision between the respective adherents of the two branches of the government. This would be simply civil war; and civil war must be resorted to only as the last remedy in the worst of evils. Whatever might tend to provoke it should be most carefully avoided. A faithful and conscientious magistrate will concede very much to honest error, and something even to perverse malice, before he will endanger the public peace, and he will not adopt forcible measures, or such as might lead to force, as long as those which are peaceable remain open to him or his constituents. It is true that cases may occur in which the Executive would be compelled to stand on his rights and maintain them, regardless of all consequences."

If Congress should pass an act which is not only in palpable conflict with the Constitution, but will certainly, if carried out, produce immediate and irreparable injury to the organic structure of the government, and if there be neither judicial remedy for the wrongs it inflicts, nor power in the people to protect themselves within the official aid of their elected leaders; if, for instance, the legislative department should pass an act, even through all the forms of law to abolish a co-ordinate department of the government—in such a case the President must take the high responsibilities of his office, and save the life of the nation at all hazards."

Let us hope, now that the crisis is past, that the spirit of faction will subside and pass away altogether. That Congress will address itself to a course of proper legislation, admonished by the late popular rebuke it has received, and that it will no more imperil the life of the nation.

To CORRESPONDENTS.—We solicit correspondence from all quarters of this and the adjoining States. While giving special attention to the affairs of our own town and neighborhood, we desire to make the Transcript a medium of communication between the different points of this peninsula especially, as well as between the more important points of the adjacent States, whose citizens are engaged in an active commerce with our own.

No attention will be paid to anonymous communications. If the writers of such cannot trust their names with the publishers, neither can they admit their libelations to their columns. We have received two anonymous communications this week, which are at the disposal of their writers.

We solicit our friends to send us accounts of all accidents, deaths, marriages, removals, sales of land, accounts of crops, buildings or other improvements; in short, everything that is of local or general interest.

OUR NEWSPAPER HEAD.—The cut which adorns the head of the Transcript represents the Farmer and the Mechanic, with the implements of their calling, while the locomotive and train in the distance, represent commerce, and the business activity of the community in which it is published. Altogether, we think the letter and device both neat and appropriate. The beautiful light Scotch face type in which the Transcript is printed, is from the Foundry of Henry A. Lucas, Esq., Baltimore.

We shall commence, in our next issue, the publication of a well-written original story, by a young lady of Middletown. As every one will want to read it, all who have not entered their names upon our subscription list should do so at once.

On one of our Western railroads, the other day, a sudden jerking of the train threw a little girl, two years old, out of a side door of the car, which had been left open. The horror-stricken parents immediately had the train stopped, and walked back expecting to pick up the mangled remains of the child. The little one met them half way, however, unharmed, and evidently thinking the whole affair a good joke. At the time the child fell off, the train was on a down grade, and running twenty miles an hour.

The employees of the different manufacturing of Norristown, Pa., appear to be fortunate, as it is said to be the only place in the Union in which the factories are running on full time.

The Soldiers of 1812.

We see by the Philadelphia papers that the soldiers of 1812, are to meet on the 8th of January at Independence Hall, to celebrate the anniversary of the Battle of New Orleans, as has been their custom for years. Congress seems to have forgotten the services of these old veterans—that they fought and conquered the British upon the sea and upon the lakes; that they whipped the proud armies of Wellington at Fort George, Lundy's Lane, Bridgewater, Plattsburg, Fort Erie, Stonington, Baltimore, Caulk's Field, and divers other places, and finally annihilated them before New Orleans, under the leadership of gallant Old Hickory.

Congress has forgotten that it was these same old veterans, their sons and grandsons, who paid off the Revolutionary war debt, and the debt of the war of 1812, and who have brought the country up to its present position of strength and power, when it may defy the world in arms.

There are but few of these old veterans left, we understand, in Delaware—Capt. Maxwell, of Delaware City; R. Lockwood, John Jones, and John Thomas, of New Castle county, and one other in Sussex. We learn that Maj. Jones intends to join his associates in Philadelphia on the occasion.

Correspondence of the Middletown Transcript.

BLACKBIRD, Del. Jan. 1, 1898.

Messrs. Editors.—Thinking that something from this part of the county would help to fill up the first issue of the Middletown Transcript, I take the liberty of sending you a few lines. The new year opens cold and stormy, which is not surprising, when we consider the appearance of the last day of 1897, which was very cold, and closed with a brisk fall of snow. The people of this hundred are waking up to the importance of improving their land, and I think they have commenced in the right way, viz. by draining. The Messrs. Ferguson and others petitioned the Superior Court of the county, at the November term, for a commission to lay out a public ditch up Blackbird branch, and notwithstanding the cold of yesterday, the industrious and public-spirited gentlemen selected as commissioners, viz. Nathaniel Williams, H. P. Reading and Wm. S. Deakney, accompanied by Joseph Roberts, their surveyor, met and commenced operations. I wish them much success, for the ditch, when completed, will prove a great benefit. More anon.

Yours, &c. APPROPQUIMINK.

The Presidential Election.

The New York Times (Republican) in commenting upon the probable result of the next Presidential election, uses the following significant language:

"As things stand to-day, with universal negro suffrage to be forced upon the Southern States by military power as the condition of their restoration to the Union, and in the uncertain tone and temper of the Republican party on the financial questions before the country, the 'prospect' of a Republican defeat is not only 'reasonable,' but it may be called brilliant. What Congress may do to change it remains to be seen; but if the National Convention takes up the party just where it stands now—if it adopts a Radical platform and nominates a Radical candidate—we venture the prediction that it will be beaten more disastrously than the Whigs were in 1852, or than the Democrats were in 1860. Maine, Massachusetts, Vermont and Michigan may vote for a Radical President on a Radical platform; it would be rash to place reliance upon any other Northern or Western States."

KENT COUNTY RAILROAD.—We understand that at the last meeting of the Directors of the Kent County Railroad Company they fixed the western terminus of the road at Deep Landing on Swan Creek, where it is to be found the lowest waters, and where a very short wharf will only be necessary, thus lessening the expense. A wharf on the bay shore was estimated to cost at least \$35,000. The board took steps to procure an immediate survey of the remaining part of the route, and to advertise for proposals to build the road. It now remains with the landowners through which it is proposed to pass to have a road or not. If their demands are exorbitant, there will not be money sufficient to construct the road.

General Grant is now fairly in the organization of capitalists, headed by A. T. Stewart, the great New York merchant, was effected in New York, this week, for the purpose of pushing General Grant on the Presidential course, upon his military reputation alone. In response, it is reported, General Grant has written a long letter accepting the proposition, and he is therefore fairly in the field, irrespective of party nomination. In his reply to Stewart & Co., General Grant has not a word to say about politics.

Mount Vesuvius is now in a state of grand eruption. Not only is the volcano in violent action and flames issuing from the old crater, but new openings have been formed. A perfect river of molten lava is seen to flow from the mountain running in a westerly direction and threatening to destroy the town of Cereale. A perfect panic exists among the inhabitants of all the villages situated at the foot of the mountains.

Exaggerated accounts by telegraph from Richmond, relative to the expected rising of the negroes of the South-side counties of the State, have no better foundation than the fact that a few days since a squad of soldiers were sent to Halifax, because a disturbance at Christmas was feared. The negro population throughout the State is as quiet, as far as an armed insurrection is concerned, as they have been since emancipation.

They talk of establishing a vigilance committee in Harrisburg to protect unoffending citizens grows louder and louder every day.

The Scarcity of Currency.

No practical man, who is largely engaged in business transactions, can intelligently maintain that there is, at present, a sufficiency of currency in any part of this country. In our own city it has been at no time abundant during the past two years, while at times its scarcity has been most annoying. Even in New York, the great commercial centre, the point in fact of issue and redemption, it is by no means too plentiful, while in many portions of the interior, particularly in the Northwest, and especially in the South, its almost total absence is extremely prejudicial to the interests of the community and of the Government itself. Its scarcity hampers trade, hinders cultivation and prevents the development of private wealth and the increase of taxable property. We read constantly in the papers of forced sales, made in the South where most ruinous sacrifices are constantly submitted to. In the *Tribune* under date of December 24, we read of a fine residence and ten acres of land which sold in Georgia for \$300 and of 450 acres of prime land which fetched only \$150. These are stated to have been bona fide sales. The correspondent giving the information says "It was Court day 'and a large concourse of people were present. The most of them were large property owners, but 'really had not \$5 in their pockets and 'in consequence would not bid, as the 'sales were for cash.' Paper money may not actually be a value but it is certainly a medium, of exchange, and the United States legal tender note is the currency in which the exchanges of the country are at present made. A man may barter his horse or his ox or his gold watch or his diamond pin all of which have value; but he cannot buy with them at public sales, where property is sold for cash payable in the established representative of value. If it is an arbitrary measure on the part of a Government to make paper the currency of a country, it is a much more arbitrary act to make forced sales payable in this currency and yet not to provide a sufficiency of it to enable the community to effect purchases or to negotiate its ordinary transactions."

But the want of currency, which is so evident to most people, and the unfortunate business experiences of the past year are not only the proofs of a deficiency of circulation. The truth is that we have not to-day in this country as much currency per capita as there is in England or in France. People are too much misled by the loose statements which are constantly being made of the volume of currency in circulation in this country before the war. Yet a fair comparison made between it and the circulation to which it is now proposed to restrict the country, will show ceteris paribus a decided decrease of currency in the last decade.

The currency of to-day consists of U.S. notes \$257,000,000, and National Bank notes \$293,000,000. We take no account of the small note circulation, as that is about equal to the average currency cash balance retained by the Treasury Department, nor of the legal tender compound interest notes, as they are being rapidly withdrawn from circulation. We are to have, therefore, a total circulation of \$650,000,000. If we deduct from this the amount held by the banks as a reserve fund, which was in October, 1896, \$205,770,640, and which we will estimate at \$200,000,000, we will have \$450,000,000 as the total proposed available active circulation.

The bank circulation for the years 1858, 1859, 1860 averaged over \$300,000,000. The specie in bank averaged over \$92,000,000. It was estimated that the amount of specie afloat was about equal to the bank note circulation. If we place it, however, only at \$150,000,000, we still have a total circulation of \$442,000,000. Deducting from these the reserve of specie held by the banks of \$92,000,000, and we have left an active active circulation of \$350,000,000 on a specie basis, which, at a premium of 35 per cent is equal to \$472,500,000 in paper currency. So that without taking into calculation the growing population of this country, its increasing business, and what is really more important, the increased requirements for currency rendered necessary by the abolition of the credit system, we find that the circulation to which it is proposed to restrict us is actually less, calculated on a gold basis, than it was before the war.

In 1858, estimating the population at 30,000,000 the *per capita* circulation was in specie \$11.86, equal at present prices of gold to \$15.75. The proposed *per capita* circulation after the withdrawal of the compound interest notes, estimating the population at 35,000,000, will be \$12.86, considerably less *ceteris paribus* than that of ten years ago. Does not this show plainly that the volume of currency in the country is not sufficient for the actual wants of the community?

Mr. Moran, in his work on money, page 200, gives us the received estimate a circulation of \$28 per head. We will take, however, a medium of \$25, at which rate, to supply a population of 32,000,000, we would require a circulation of \$800,000,000 on coin basis, as against a paper circulation of 650,000,000, which is the present note circulation of the country, a considerable portion of which is locked up as a reserve fund in the Banks. We must reflect, too, that the estimate of coin circulation in Great Britain was made some years ago, and that it has doubtless been greatly increased since then by the immense amount of gold which has flowed there from California and Australia. We must remember that now that the credit system has been abolished, currency is not only as necessary here as in England, but even more so, and that a much greater amount is required. England is a small country in which currency circulates much more rapidly than here. The immense distance which currency has to travel here in order to move crops, and for other purposes, locks up a large amount of it. The comfortable condition of our laboring classes and the higher prices of wages in this country calls for a much larger volume of currency here to supply the wants of that class of the population, and finally, the convenience of the paper money necessarily leads to the carrying about on the person much larger sums than would be carried if the currency were in coin. An immense

amount of currency is uselessly locked up in this way, far more than people would generally imagine. There can be no doubt that to-day, where a much larger volume of currency is required, the *per capita* amount is actually far less than it is in England, where the principal circulating medium is coin.

In France the metallic circulation, according to Moran, is \$240 per capita. The *Encyclopaedia Britannica* placed it some years ago at \$140,000,000. Levasseur and others estimated it at \$160,000,000, which it has undoubtedly reached by this time. This would give for a population of 37,000,000 a *per capita* of over \$20. Last month the note circulation of the Bank of France was more than \$225,000,000, which gives a note circulation of more than \$6 per capita. So that the total circulation of France is more than \$26 for each individual rather in excess of that in England.

We call these facts to the very serious attention of the public, and we ask what sense and what reason there is in the further diminution of a currency which is absolutely now too contracted for the wants of the community?—*Baltimore Gazette.*

Why so Many Spinsters?

Some of the English periodicals are reviving a discussion which, three years ago, for several weeks, was a leading topic for the London journals and magazines. The *North British Review* thinks that, according to the census returns, there ought to be 400,000 unmarried women between the ages of twenty and forty, whereas there are 1,230,000, and as the working classes and peasants nearly all marry and marry young, workingmen finding no difficulty in getting husbands for their daughters, the surplus spinsters are among the higher classes, and thousands of young men who refuse to marry are those having incomes of £300 to £800 a year, who prefer their "liberty" and the support this sum gives them to the risk of sharing their income with a wife. But this is not all; there is the old story of the terrible extravagance of the women; the modest maiden suddenly blooms into the most magnificent of matrons; unbounded in expenditure, they flit more industriously, wait more violently, and dress more outrageously. Even the *Spectator*, which makes a mild defense of the young women of England against the charges of the writers in the *North British Review* and *Frazer*, is compelled to admit that there is an alarmingly large class of such women, and that there is among men growing contempt, not only for matrimony, but for women themselves. Among the few remedies suggested are opportunities for free social intercourse; the advantage of seeing women elsewhere than at the ball and opera, so that a man can learn something of the actual habits and disposition of the persons whose hand he might be disposed to seek, and thus be able to see the difference between the real woman and the woman of the ball-room. As it is, it is a lottery in which many fear to venture.

Value of Advertising.

Notoriety or publicity is an indispensable element of success in the merchant, mechanic or manufacturer, who would give a speedy and wide distribution to the commodities and productions which he seeks to exchange for money. He may have capital, skill, convenient position, punctuality, industry and honesty—every possible fitness for his business—and all is nothing if he have not sufficient notoriety. This notoriety, let it cost more or less, he must purchase or provide for as carefully as he purchases or manufactures his stock of goods. And it must in extent bear a certain relation to the business he would do. It must be both positive and comparative. People must not only know him and his business, because otherwise they will not find him, but they must know him, because otherwise they will find and trade with those who are better known. Customers, like sheep, are gregarious, and flock where they see others flocking. If nobody else were engaged in the same business, it would be important for our dealers to advertise in the newspapers, because people are tempted to buy what they read of. It is like having a salesman with several thousands of voices, speaking politely of your wares to tens of thousands of people, perhaps at the same moment, never offending, never obtrusive, never tired—such a salesman might be worth one, two, three or five thousand dollars a year to you, according to the number of his voices.

But if others are engaged in the same business, even if they do not advertise, it becomes more important for our dealers to do so, and if they do advertise, it is doubly important. It is, in fact, ruin not to be known as extensively as our rivals. It is the flood-tide of fortune to be the most extensively known.

Some time ago it was publicly announced that a disagreement had occurred between Senator Sumner and his wife, but a portion of the press at once contradicted the story. Last week the *Homes Journal* settled the matter in this wise:

We have good authority for stating that the differences between Mr. and Mrs. Charles Sumner, which have caused so much unpleasant gossip and scandal, have been finally settled by a permanent separation, with the mutual consent and desire of both parties and their best friends. The direct cause of this separation is simply the certainty—discovered only too late—that there exist between the parties an incompatibility of temperament and opinion upon certain social questions, which precludes the possibility of their living happily together as man and wife.

The Maryland Legislature met at Annapolis on Wednesday last. Barnes Compton, of Charles county, was elected President of the Senate, and Augustus Gasaway Secretary. Wm. H. Stewart, of Baltimore, was elected Speaker of the House, and Milton Y. Kidd, of Cecil county, Chief Clerk. No business beyond completing the work of organization has yet been transacted.

A call is in circulation in New Jersey, and is receiving thousands of signatures for the assembling of a convention at Trenton, on the 22d of January, to organize an opposition party to the Camden and Amboy Railroad monopoly.

Russia and Turkey.

The leading diplomats of Russia recently assembled at St. Petersburg by command of the Czar. It was a conference in relation to the present aspect of the Eastern question, and the proper steps necessary to be taken by Russia in order to carry out her long-cherished purposes in relation to the effects of the "sick man." Rumor declares that the ultimate result of that meeting was a determination on the part of Russia to force France and the other Great Powers to assume some well-defined policy with regard to the affairs of Turkey. The Sultan has taken the alarm at this movement, and has addressed an urgent note to the French government, protesting against the action or intentions of Russia, and stating that Russian agents are endeavoring to excite revolt among the Christian subjects of the Porte. Accompanying this note is a vigorous and earnest protest on the part of Turkey against such hostile and unfriendly action, or the least connivance therein, on the part of Russia.

No action has yet been taken on this note by Napoleon. At least no notice of any has been made public. In the meantime, affairs in Crete and Turkey are becoming more complicated. On the 25th and 26th of November a battle was fought between the Christians and Turks, near the village of Laki, in which the latter were defeated with heavy loss. The position of the Sultan's Grand Vizier in Candia, in the midst of the clamor of arms and the cry for liberty, becomes daily more critical. The Cretans caricature his effort to solve the contest between the Cross and the Crescent, by his convoking a packed assembly, composed chiefly of Turks and renegade Levantines. The war fever in the camp of the Christians has received a further impulse from the enthusiasm evinced by the Cretan refugees in Greece, on the recent arrival of King George and the Queen Olga in Athens. The insurgents or revolutionists will listen to no compromise. They demand full and entire separation and freedom from Turkey and the rule of the Sultan, and an incorporation with Greece as a part of that kingdom. In this demand they are evidently strengthened by the advice of agents of the Russian government, large numbers of whom are known to be on the island and in daily communication with the insurgent chiefs. Turkey has doubtless good reason to protest against the action of Russia in relation to the affairs of Crete, but whether that protest will be followed by any cessation of the acts complained of is highly questionable. France cannot afford to quarrel with Russia at this time, when the Roman question is open and Prussia is looming up in central Europe as a first-class military power.

But, in addition to the vexed and disturbing questions arising out of the affairs of Crete, home matters are troubling the Sultan, and calling for definite action on his part. A reform party has sprung up among the Turks, headed by Mustapha Pasha, who demand a thorough change in many of the departments of the kingdom, and advancement in union with the spirit of the age. The old Turkish party are opposed to any change or innovation on ancient customs, and had they the power would speedily annihilate steamers, railways, and telegraphs, with all other inventions of the "infidel dogs." Young Turkey, on the contrary, is in favor of introducing all the modern European improvements into that country, and thus fitting the people to play their part in the grand drama which must shortly commence in the Old World. The Sultan is endeavoring to tread a middle path. He is strengthening his army and navy, but in the civil government no changes are made. Hence the discontentment at home, which, added to the war in Crete is threatening the very existence of the Turkish Empire in Europe.

Russia holds the winning cards in her game against Turkey, and must be successful in the end. France will not interfere in the Cretan difficulty, and should the obstinate struggle so long carried on by the Christians in Crete end in their obtaining advantageous terms, the influence of their example might be very mischievous in other provinces where the Christian element predominates. The Servians, Bulgarians and Montenegrins of the Slavonic race and Greek faith are greatly favored by Russia. They are all watching eagerly the progress of the Cretan affair, and the influence of Russia in that direction is as plainly apparent as in the island of Candia. Turkey may protest, but she is in the fowler's net, and will be bagged at last.

DULL TIMES.—There is a very general complaint of dull times, a falling off in trade, a scarcity of money, &c. Some persons are desponding, and predicting still further prostration. We think a better feeling will prevail after the first of the year. Every one should make it a point to pay the amount of his indebtedness, as by so doing a healthy impetus will be given to trade. There is no good reason why our country should not be highly prosperous, as every product commands a good price, and the laborer receives high wages. The money market will certainly become easier in a very short time. The amount of gold which the Government will shortly put in circulation will exert a very salutary influence. The Banks will discount more freely, and the rates demanded for loans must materially decline. So says the *Dedawer Republic*.

The steamship "Francis," Captain Harrington, which left Baltimore for Wilmington, N. C., on Saturday last, went ashore on Tuesday morning, some eight miles north of New Inlet. All hands on board were saved. The vessel is reported as laying broadside on the beach, with the sea sweeping over her, and she will probably become a total wreck, although it was supposed a portion of her cargo may be saved.

General Howard, it is said, proposes to distribute the surplus funds in the Freedmen's Bureau among the destitute people of the South during the winter. The amount remaining in the Bureau treasury is said to be over \$3,000,000.

A petition against the annexation of any of the West India Islands has received numerous signatures in Boston.

Taxes on Necessaries.

We hope and expect to see the day when every dollar of the revenue needed to support our government will be levied on superfluities, and when articles of necessary consumption will be free. That this idea is not chimerical one is abundantly testified by the success already achieved in this direction by other countries, and notably in England. Less than a century since every article imported into the United Kingdom, and many of those exported were burdened with high duties. Every useful commodity, and every article of comfort and luxury, had to pay a heavy contribution to the State before it reached the consumer, and the tariff exhibited a formidable load of unjust and oppressive burdens. Under the spread of more liberal ideas the taxes levied by the custom laws upon almost every article largely consumed were gradually reduced or got rid of.—Through the arduous and intelligent labors of Cobden, Bright and other leaders of the Anti-corn Law League, the principle of protection which had long ridden the British people, as it still does our own, was formally abandoned and disowned. The taxes on breadstuffs were repealed, and a great diminution was made.

Two hundred years ago the number of articles charged with taxes in Great Britain numbered 1,600. In 1787 they were reduced to 1,425 articles; in 1826 to 1,280; in 1841 to 1,052; in 1849 to 515, and in 1853 to 466. In the latter year the Chancellor of the Exchequer, Gladstone, thus stated the principles that govern the tax law:

"First, to abolish altogether the duties which are unproductive; and in the next place to abolish, as far as considerations of revenue will permit, duties on articles of manufacture, except such as are in the last stages as finished articles. In these cases we have endeavored to fix the duties in such a way that, as a general rule, they should not stand, as to any class of goods (except silks), higher than ten per cent. on their value."

"Next, we have been desirous to lower the duties that press on foreign articles of food, which enter largely, if not into the necessities of life, at any rate into what may be called the luxuries and comforts of the mass of the people."

Still greater reductions in the number of articles taxed have taken place; and since 1860, the British tariff retains only nineteen articles subject to import duties.

Our own complicated and burdensome tariff presents a painful contrast to this simplicity, with its 3,500 articles subject to duty—or about double the number that were ever taxed in Great Britain, even in her darkest days of national exclusiveness and oppression. Yet England raises as great a revenue every year from customs as does the United States, and collects it far more cheaply and surely. Five great items produced twenty million pounds, \$100,000,000, more than our whole revenue from customs (all sources) in 1895, and nearly as much as the total average receipts of the current fiscal year from imports. These great staples are sugar, tea, tobacco, wine and spirits—all, save one or two, articles of mere luxury or superfluity. Great Britain has a population about equal to our own. No nation stands in need of a large revenue, since her national debt is greater by one-third than ours.—What is the secret of her success? Low taxes and cheap prices for all the necessities of life.

It should never be forgotten that heavy taxed articles extensively consumed by the people, enhance the cost of those articles, first, to the extent of the duty itself; second, to the extent of forty per cent. premium on that duty, (as all such taxes are payable in gold,) third, to the extent of the expense, delay and inconvenience suffered by the dealer in the payment of the duty; and lastly, on account of the discouraging effect of such duties upon the importation of the article. How many times have we been told, in the last three years, as a reason why the merchants no longer keep certain articles on hand—"we can't afford to stock that article any more, the duty is so high." And how often are we reminded, when hesitating over the frightfully dear prices asked for imported goods that the article has paid forty or fifty per cent. gold duty and cannot possibly be afforded any less? This enhancement of the cost limits the consumption of articles which are of primary necessity to the welfare of the people, and so far it is a great injury. It is the bounden duty of the State to interfere so as to diminish materially the comforts of the community. Yet we find our Government, through the unwise and mistaken counsels of men who appear not to comprehend the first principle of political economy, standing in the unparental relation of an obstructionist to the commerce of the people. By a system of inordinately high duties, never paralleled before in this country, we are cut off from using our own resources to the best advantage, while the Government, instead of reaping the advantage which the people lose, is actually cheating itself out of millions by pursuing a more reasonable system of taxation, in the articles subjected to customs' duties.

It appears from the last report of the Commissioner of the Internal Revenue, that the present average tax laid by the custom laws upon imported goods, is forty-eight per cent. on the dutiable value of the goods. This is, every dollar of it, paid in gold. The highest average duty ever levied in this country before was forty-one per cent., and that only for a brief space of three years. The actual duty paid for a series of years prior to 1861, averaged only twenty and one-half per cent. on the dutiable value of the goods imported. Is it wise to keep up, so long after the necessities of the war are over, this monstrous advance of taxation, amounting, as we have seen, to more than one hundred per cent?—*Cincinnati Commercial.*

General Canby, a commander in South Carolina, has issued an order suspending executions and staying proceedings in all cases arising during the war; suspending sales under foreclosure of mortgages and providing for homestead exemption.

The Judiciary Committee have reported in favor of the admission of Senator Thomas to his seat. The Senate has not yet acted on the report.

The Middletown Transcript

BY HENRY & WM. H. VANDERFORD.

TERMS.—\$2.00 per annum, payable in advance. Single copies five cents. ADVERTISING RATES.—One square of ten lines, \$1 for the first insertion and 25 cents for each subsequent insertion. One square one year \$10.00. For a quarter of a column three months \$4; six months \$7; one year \$12. For the privilege of four changes, \$25; for half a column \$50. Fractions of a square to be counted as a square. When the number of insertions is not marked, advertisements will be continued until forborne, and charged accordingly. Obituaries published at advertising rates; Marriages and Deaths inserted free. Yearly advertisers must confine their advertisements to their own business. All letters should be addressed to THE MIDDLETOWN TRANSCRIPT, Middletown, Del.

LOCAL AFFAIRS

The Forest Presbyterian Church.—The congregation of the Forest Presbyterian Church of Middletown, Del. have completed the repairs of the Church, and it was reopened at their regular communion season, the second Sabbath of Dec. when six persons were added to the membership.

The walls and ceiling have been handsomely painted, the pews grained, and the Church recarpeted, giving it a neat and handsome appearance, at a cost of about \$900.

The young men of the Church have had assigned them a tasteful room on the first floor, where they hold their weekly prayer meetings.

During the past year we understand that forty-two persons have been added to the number of members, and the Church appears to be working with commendable zeal for the salvation of those around them. We learn, also, that the congregation contemplates building an addition to their parsonage in the Spring, showing that they are not unmindful of the comfort of their pastor, who labors with them so earnestly.

When the proposed improvements are completed, with the addition of a tower and bell, the congregation will certainly have a beautiful and comfortable house of worship, an ornament to the town, and a monument to their liberality.

From the report of the operations of the Church, for 1887, we glean the following: Pastor's salary \$1000; donations to pastor in cash, \$150; Sabbath morning collections \$176.14; Special collection in January, \$226.10; Special coll. in May, \$255.10; Proceeds of tableaux and refreshments, \$210; Subscription for repairs and improvement of Church and Parsonage, \$1125; total \$3042.34. Collections—For Home Missions, \$12; Tract Cause, \$7.30; Ladies' Mission, \$30; Willing Helpers, \$20; Foreign Missions \$25; Sab. School \$13.25; Sessional Fund, \$31.32; In the Sabbath School \$61.9; total \$199.96.

Sabbath School—Officers: Superintendent, Assistant, Librarian, Treasurer and Secretary, male teachers 6, female teachers 8, total 14; Scholars, male 52, female 63, total 115; Female Bible Class, held at the parsonage as an adjunct of the school, teacher L. scholars 10. Amount raised in school for various purposes, \$74.34. Religious services during the year—Sermons, including Lectures, 141; prayer meetings 79; funerals 7; pastoral visits 212; baptisms, infant 13, adult 4, total 17. Membership.—Members at the beginning of the year, 76; added on examination 35; added on certificate 7; dismissed 2; nett gain 40; total 116.

The Sabbath School of the Methodist Episcopal Church, of this town, held a festival at the Church on Christmas night. The audience room was handsomely decorated, a large flag was suspended from gallery to gallery, which when removed, revealed a tastefully decorated Christmas tree, reaching from the floor to the ceiling fifteen or twenty feet high. This tree was beautifully illuminated, and seemed to yield, from its pendant branches, "all manner of fruit." Nor was it "forbidden," for the little ones were called up in regular order, and "did eat." This ceremony was preceded by brief but appropriate addresses from the pastor, Rev. Wm. Urie, and Mr. Lingo, the Superintendent. The entire audience were then invited into the basement, where a bountiful table was spread, and loaded with cakes, confections, and other good cheer, and all partook with a hearty good will, and an interchange of those kindly sentiments and feelings which the interesting occasion was so well calculated to inspire.

The Peach Growers of this region will meet on Saturday next, according to adjournment, at the house of W. T. Chance, in Odessa. It is desired that Peach Growers generally should attend, in order to consider and adopt some mode by which the great loss of baskets experienced by Fruit Growers for years past, in marketing Peaches, may be prevented in the future, and to consider other questions of interest to the community.

Mr. Samuel W. Roberts, of this town, was thrown from his wagon, on Saturday last, in the line of Mr. Amos W. Lynch, and so stunned and bruised by the fall, that he was unable to attend to business for several days.

Cecil County Court commences on the second Monday in January. In drawing the jury the Democrat says:—"By one of those strange results of chance incident to the new law, not one name was drawn from the first district."

Public Hall.—We are pleased to learn that the Commissioners of the Middletown Hall Company are about taking active steps toward erecting their Hall during the year. \$7,500 have been subscribed, and the most desirable lot on Main street, 63 by 185 feet, has been purchased, and they are about placing their specifications in the hands of an architect. Certainly the Hall is much needed, and we doubt not the stock can be managed so judiciously as to pay a good per centage and will doubtless prove a safe and paying investment.

Shares of stock are issued at \$10, and we hope that every citizen of the town, and the enterprising men of the vicinity, will be active in taking the stock at once, so that our town may boast of a neat and commodious building before the close of the ensuing summer. Nothing can be done to add more to the value of property and to make the town attractive than a good Public Hall. We learn that the plan proposed will give us a handsome building, an ornament to the town, and a good investment to the enterprising men of capital who may feel disposed to aid in its erection.

The Sunday School of St. Ann's Church held their Christmas anniversary in the Sunday School room in Middletown, on Christmas evening. Carols were sung sweetly by the scholars, and a beautifully lighted Christmas Tree added to their enjoyment. Also, Monday 23d, St. Ann's congregation visited the Rectory, and furnished the Rector and his wife with a vast number of the good things of life, including turkeys, chickens, &c. and presented the Rector, Rev. J. W. Brown, with a purse containing \$115. Mr. Brown has resigned the Rectorship of St. Ann's, to the general regret of his parishioners, and removes shortly to Philadelphia, where he will assume the Rectorship of Trinity Church, and which opens up before him, perhaps, a wider sphere of usefulness. The Rectorship of St. Ann's is for the present vacant.

Owing to the cold snap which took place early in December, and so severe as to close navigation on all the creeks and inlets to the landings upon the Chesapeake and Delaware Bays for several miles below the Chesapeake and Delaware Canal, the grain market at this place has been quite brisk, since the new crop of corn began to come in; more than 40,000 bushels of corn and 10,000 bushels of wheat having been delivered during the last month, besides potatoes, oats, and other grain and seeds usually sent from this station by railroad. And this large amount of produce is freighted from Middletown, notwithstanding much grain is shipped both at Townsend and Mount Pleasant, the one four miles south, the other four miles north of this town. We understand that trade from all the stations on the road has been equally brisk.

The Baltimore Central Rail Road.—There is a prosperous future before this road—beyond all question. Owing to its financial embarrassments, it encountered much difficulty in its construction; but the indomitable perseverance of its Managers triumphed. We congratulate the Directors of the road upon the "good time that is coming."

The Wilmington and Reading Railway will connect with the New Castle and Wilmington Railway, two miles from the latter place. This will put the new line in communication with the Delaware River at New Castle, and with the roads throughout the peninsula.—Jeffersonian.

The Delaware and Chesapeake Canal which has been blocked up with ice for some time past, is now open, and the Princeton lines have resumed their regular trips to Baltimore, Philadelphia and New York.

A large coating schooner, laden with coal, was cut through by the ice, and sunk, at the Delaware City wharf last week.

A Rarity.—Crabs were served at the table of L. R. Davis' Middletown Hotel, on the 2d inst.

The ladies of Delaware City have been playing croquet on the ice, and declare it is "perfectly splendid."

In Circleville, Ohio, a country woman brought some butter to a storekeeper to exchange for coffee. The clerk weighed the butter and dashed it into the bin, when, lo, it burst open, and out rolled a big stone. The clerk quietly, and without saying anything to the woman, deposited the stone in the coffee and rolled it up in the paper. She paid for it and departed, and at last advised had not returned to rectify the irregularity.

The Pittsburg Daily Post has taken the lead in Pennsylvania in urging the nomination of the Hon. George H. Pendleton for the next Presidency. The Post supports his claims to the Democratic nomination on the grounds that he advocates paying the national debt in greenbacks, and is in favor of equal taxation.

On Wednesday last about twenty-three millions of the public debt matured. This money will go to pay the semi-annual instalment of interest on the five twenty bonds; the principal and interest on portion of the bonds of 1867-'8, and the semi-annual interest on the bonds 1881. About forty millions of dollars per annum are required to pay interest on the five-twenties—twenty-five millions of which is paid on the first of May and first of November, and the remaining fifteen millions on the first of January and the first of July. Over seven millions will be required to pay the principal and interest on the bonds of 1867 and 1868, falling due on the first, and over seven millions will be required to pay the interest on the bonds of 1881. This will throw about twenty-three millions of dollars in coin upon the market after the 1st inst. The amount of gold now in the Treasury is a little over eighty millions.

The War Department, by direction of the President, has issued an order relieving General Pope from the command of the Third Military District, and General Ord from the command of the Fourth Military District. General Mead is appointed to succeed Pope, and General McDowell to succeed Ord. Gen. Ord is to succeed McDowell in California. General Wagner Swaine, of the Freedmen's Bureau is also relieved, and ordered to his regiment at Nashville.

Bradley, the negro lawyer from Boston, who emigrated to Savannah and was chosen a member of the Radical State Convention of Georgia, was tried in the Mayor's Court at Savannah, convicted of riotous and disorderly conduct and sentenced to pay a fine of one hundred dollars, or suffer ninety days' imprisonment, with an additional ten days for gross contempt of court. There was much excitement among the negroes in Savannah.

All the business portions of Indianola, Texas, were destroyed by fire on the 13th inst. The Custom House and fifty other buildings were burned. The loss is estimated at thirty thousand dollars. The fire is attributed to incendiaries.

The various steamship lines plying between New York and European ports, of which there are nine, transported during the past year 222,031 passengers, 1,018,277 tons of cargo and \$46,135,734 in specie.

ILL.—Alexander H. Stevens, of Georgia, writes from Philadelphia that his physical constitution is very feeble and that he is hardly able at times to sit up in bed. He is expected here this week.—Washington Star.

The Newbern, North Carolina, Herald of the 4th inst., says: "We are credibly informed that in our city at least three persons have died from starvation within the last few days."

General Canby has issued an order stating that the convention has been carried in South Carolina, and directing it to meet at Charleston on the 14th of January.

The *Crimptonian* says the Chester river is now free from ice, and the steamboats are now free, if difficult in making trips.

Children are all the time getting lost in the woods of Australia. Every now and then dead bodies are discovered.

Green peas are plenty in Florida.

MARRIED.
At Broad Street Methodist Episcopal Parsonage, Philadelphia, by the Rev. Thomas C. Murphy, Mr. Louis R. Hulsebeck, of this place, and Miss Sallie P. Foster, of New Castle.

At Spring Dale, the residence of Thomas W. Anderson, near Frederick City, Md., on the 2d inst., by the Rev. Father Surin, G. C. Magruder, Esq., of Upper Marlborough, Md., and Miss Ellen C. Turner, daughter of the late Thomas Turner, formerly of Georgetown, D. C.

DIED.
On the 29th ultimo, at the residence of Mr. D. Stewart, near Sassafras, Augustine Biddle, aged 22 years.

THE MARKETS.
MIDDLETOWN MARKET.
Wheat, prime red.....\$2 50
Wheat, white.....2 40
Oats, good.....1 05
WILMINGTON.
Wheat red.....\$2 50 @ 2 60
Wheat white.....2 40 @ 2 50
Corn, old yellow.....1 40 @ 1 42
Corn, new.....1 10 @ 1 21
Oats.....75 @ 80

PHILADELPHIA CATTLE MARKETS.—The receipts of live cattle were large this week, reaching about 1500 head; the market was more active and prices were higher, extra Pennsylvania and Western steers selling at 9 1/2 @ 10 1/2 lb gross; fair to good do, at 8 1/2 @ 9 1/2, and common at 6 @ 7 1/2 lb gross, as to quality.

PUBLIC SALE.
THE undersigned, intending to leave the neighborhood, will sell at Public Vendue, on Tuesday, the 14th day of January, instant, at St. Ann's Rectory, the following described property, viz:—1 Sorrel Mare, 3 years old next May; 1 Bay Mare 8 1/2 years old, both very fast; 1 two-seated Carriage, light and strong, in excellent order; 1 York Wagon lately put in order, both Baltimore make; 1 set Double Harness, 2 sets Single Harness, 1 Saddle and Bridle, 1 sleigh, new; Buffalo Robe, Blankets, Bells, Whip, &c., &c., 1 new Mill Wagon, Hay Cutter, Saws, tools, &c.

HOUSEHOLD ARTICLES, bought new, and little used, such as Refrigerator, Step Ladder, Sove and Equipments, Kitchen Furniture, all the articles for family use; Baskets, Scales, Flatirons, 1 splendid Cow, Churn, Milk Pans, &c., Wash Tubs, Buckets, Tables, Chairs, Bedsteads, Mattresses, &c., one lot of Croquet, Drum and the for bed chamber, 1 set of Library Furniture. Sale to commence at 10 o'clock, A. M.

Terms.—All sums of Twenty Dollars and under will be cash; over Twenty Dollars, a credit of six months will be given, the purchaser giving not at Bank with endorser and stamps.

1st Sale positive.

J. W. BROWN, St. Ann's Church.

January 4—4th

Middletown Hall Company.

A MEETING of the Commissioners of the Middletown Hall Company will be held on Friday, 11th of January, at 1 o'clock, P. M., at the Office of the Penitentiary Machine Works.

J. THOMAS BUDD, Secretary.

J. Thomas Budd,

MANUFACTURER and Dealer in Agricultural Machinery, Steam Engines, Belling, Oils, Crops, Saws and Tools of every description, at city prices.

Jan 4

DUNNING'S.

For Sale.

PRIME OAK, HICKORY and PINE WOOD by the cord, and delivered at the shortest notice. Also, a fine lot of White Oak Posts.

CHARLES DERRICKSON, Middletown.

Jan 4—4th

Delaware Rail Road Line.

Winter Arrangement.

On and after MONDAY, November 25, 1887, Passenger Trains will run as follows, until further notice:

| NORTH. | | |
|------------------|------------------|------------|
| Leave Crisfield, | 8 00 A. M. | 6 00 P. M. |
| " Marion, | 8 20 | |
| " Kingston, | 8 40 | |
| " Westover, | 9 00 | |
| " Princess Anne, | 9 25 | 6 45 |
| " Eden, | 9 55 | |
| " Forktown, | 10 05 | |
| " Salisbury, | 10 30 | 7 20 |
| " Delmar, | 10 45 | |
| " Laurel, | 11 05 | |
| " Seaford, | 11 25 | 8 05 |
| " Bridgeville, | 11 45 | |
| " Greenwood, | 11 55 A. M. | |
| " Farmington, | 12 05 P. M. | |
| " Harrington, | 12 30 P. M. | 9 00 |
| " Felton, | 1 15 12 45 | |
| " Canterbury, | 1 20 12 50 | |
| " Wil. Grove, | 1 25 12 55 | |
| " Camden, | 1 35 1 05 | |
| " Dover, | 1 55 1 25 | 9 40 |
| " Merton, | 8 05 1 35 | |
| " Breenton, | 8 15 1 45 | |
| " Smyrna, | 8 30 1 40 | 9 50 |
| " Clayton, | 8 25 1 55 | 10 05 |
| " Sassafras, | 8 30 2 00 | |
| " Blackbird, | 8 40 2 10 | |
| " Townsend, | 8 50 2 20 | |
| " Middle'n, | 9 05 2 25 | 10 40 |
| " Mt Pleasant, | 9 15 2 45 | |
| " St Georges, | 9 30 3 00 | |
| " Bear, | 9 40 3 10 | |
| " New Castle, | 10 05 3 20 | 11 25 |
| " Philadelphia, | 11 55 5 25 P. M. | 1 20 A. M. |
| " Baltimore, | 11 55 5 25 P. M. | 3 15 A. M. |

| SOUTH. | | |
|-------------------|-------------|------------|
| Leave Philad'a | 11 00 P. M. | 8 30 A. M. |
| " Baltimore, | 11 00 P. M. | 8 30 A. M. |
| " New Castle, | 12 30 A. M. | 10 15 |
| " Wil. | 12 30 A. M. | 10 15 |
| " New Castle, | 12 50 | 10 40 |
| " Bear, | 11 05 | 6 40 |
| " St Georges, | 11 15 | 6 55 |
| " Mt Pleasant, | 11 25 | 7 05 |
| " Middle'n, | 1 40 | 11 45 |
| " Townsend, | 11 55 | 7 30 |
| " Blackbird, | 12 00 | 7 35 |
| " Sassafras, | 12 10 | 7 45 |
| " Clayton, | 2 05 | 12 15 |
| " Felton, | 12 25 | 8 05 |
| " Canterbury, | 12 30 | 8 10 |
| " Merton, | 12 50 | 8 30 |
| " Dover, | 2 30 | 12 50 |
| " Camden, | 1 00 | 8 40 |
| " Wil. Grove, | 1 05 | 8 45 |
| " Canterbury, | 1 10 | 8 50 |
| " Farmington, | 1 20 | 9 00 |
| " Harrington, | 3 20 | 1 45 |
| " Greenwood, | 1 55 | |
| " Bridgeville, | 2 05 | |
| " Seaford, | 4 10 | 2 25 |
| " Laurel, | 2 55 | |
| " Delmar, | 3 10 | |
| " Salisbury, | 5 00 | 3 40 |
| " Farmington, | 3 50 | |
| " Eden, | 4 00 | |
| " Princess Anne, | 3 45 | |
| " Westover, | 4 55 | |
| " Kingston, | 5 10 | |
| " Marion, | 5 25 | |
| Arrive Crisfield, | 6 20 A. M. | 5 45 |

NEW CASTLE TRAINS.—Leave New Castle for Wilmington and Philadelphia at 7 30 A. M.—Leave Philadelphia 6 00 P. M. and Wilmington 7 40 P. M. for New Castle.

SWISS BRANCH TRAINS.—Additional to those above leave Smyrna for Clayton 12 00 noon, and 7 40 P. M. Clayton for Smyrna, 8 40 A. M. and 2 00 and 10 05 P. M., to make connection with trains to and from Dover, and Stations South.

Trains leaving Crisfield at 6 00 P. M., and Wilmington going South at 12 30 A. M. will run in close connection with Steamboats to Norfolk and Portsmouth and Express Trains to and from Baltimore, Philadelphia and New York. They will stop on the Delaware Railroad Line only at principal stations at which their time is stated.

Except that Steamboat Train South will let off passengers from Baltimore at any station to which they have tickets.

Passengers from Delaware Railroad Line to Baltimore, and from Baltimore to Delaware Railroad, change cars at N. U. Junction in morning, at Wilmington in afternoon and night, unless trains are delayed.

E. Q. SEWALL, Superintendent Delaware R. R.

Jan 4

PENINSULAR MACHINE WORKS.

MANUFACTURERS OF

Hand and Power Corn Shellers, Pelton's

Triple Geared Horse Powers,

McCorkle Gang Plow, Cultivator and Corn

Planter,

Pennington's Improved Reaper, Buckeye

Steel Tooth Self-Delivery Horse Rake,

Montgomery's Celebrated Rockaway Grain

Fan, Gale's Lever Cutting Boxes,

&c Forgings and Castings of all kinds,

Iron Railings of a variety of new and

beautiful patterns.

Sole Owner of Noblett's Patent

Iron Railing for Yards and

Cemetery Lots.

Verandah and Porch Railings of various

Patterns.

Hitching Posts, Cellar Gratings, Gearing

and Mill Work.

Jobbing promptly executed. Orders by

mail punctually filled.

January 4—4th

LEND ME YOUR COUNTERNANCE.

If you want a good likeness of yourself or

family call at

HORNING'S MAMMOTH CAR.

Middletown, Del.,

where you will get pictures from the beautiful

life-size photographs to the life-size Photograph.

All who wish a correct likeness of themselves

or friends should embrace this opportunity and

call at once.

Particular attention paid to copying daguer-

types or ambrotypes of deceased persons into card

or large size Photographs.

A profile will be shown before the pictures are

finished.

A good assortment of Rustic and other Frames

on hand.

It will afford us pleasure to have you call and

examine specimens.

January 4—4th

MANSION HOUSE HOTEL,

North West Corner Fayette & St. Paul Sts.

OPPOSITE BARNUM'S CITY HOTEL,

BALTIMORE.

Isaac Albreton.....Proprietor.

This is one of the most pleasant and central

locations in the city.

January 4, 1888—1y

Book, Stationery, and Variety Store.

SCHOOL BOOKS and Miscellaneous Works, Bibles, Prayer Books and Hymn Books, BLANK BOOKS, in various styles of binding, Tack, Memorandum and Pass Books.

Stationery of all kinds.

Photograph Albums, Work Boxes, Fancy Boxes, Writing Desks, Ladies' Sachets, Pocket Books, Folios, Portfolios, Portemonnaies, Sugar Cases, Picture Frames, Tassels and Cords, Looking Glasses.

Back Gammon Boards,

CHESS & CHECKER MEN,

GAMES OF ALL KINDS.

Rubber Pencils and Penholders, Writing Fluid Ink Stands, Pocket Outlets, Rogers' Scissors, Sleeve Buttons, Studs, Breast Pins, Finger Rings Spectacles, Violin Strings, Combs, Brushes, Nail and Tooth Brushes, Gum Bands, Watch Keys, Key Rings, and Puff Boxes.

A Fine Assortment of Colgate & Co's. Soap.

PHALON'S NIGHT-BLOOMING CERUEUS, Wright's and Taylor's Superior Extracts, Pomades, Hair Oils, and Dental Soap, of the first quality.

GENT'S FURNISHING GOODS.

Neck Ties of various styles, Bismarck Collars, Gloves, Hose, Handkerchiefs, Cuffs, Wrists, &c. &c.

Segars, Tobacco Pipes, Meerschaums, and Tobacco Pouches.

Lamps, Lamp Chimneys, Wicks and Coal Oil.

DEALER IN NEWSPAPERS.

New York Ledger,

Harper's Weekly, Bazaar and Magazine,

Frank Leslie, Chimney Corner, Weekly,

Boys and Girls Weekly,

Gleason's Literary Companion,

Godey's, Peterson's, Atlantic, Arthur's, Galaxy and Mm's Demorest's Magazines.

A large variety of Fancy Articles.

Call and examine, at D. L. DUNNING'S,

Corner of Main and Scott streets,

Middletown, Del.

Jan 4.—3mo.

VALUABLE REAL ESTATE

in

Middletown, at Auction.

Will be sold at Public Sale, at the Hotel of L. R. Davis, in Middletown, Delaware, on Monday, the 13th day of January, 1888,

at 1 o'clock, P. M., all that Valuable Real Estate situate in the town of Middletown, Delaware, described as follows:

No. 1 is a Three Story House,

with a BACK BUILDING, containing altogether eleven rooms, all in good order.

No. 2 is adjoining the above, and has belonging to it a large and commodious Stable for five horses, and a good substantial Carriage House.

Both houses have large Gardens, Water convenient; have generally all the modern improvements, and are in every respect first class properties.

Terms.—Ten

